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INFORMATION REPORT

COUNTRY Romania

SUBJECT Flight Officer School at Tecuci

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1. The Flight Officer School at Tecuci is housed in the barracks located 400 meters east of the Tecuci Airport. The barracks are built at the outskirts of the city of Tecuci, on the west side of the city, between the railroad Tecuci-Marasesti and the railroad Tecuci-Barlad-Lasi.
2. The commander is Lieutenant Colonel Gheorghe Lupsa. The purpose of the school is to train pilot officers for every type of airplane- fighter, bomber, reconnaissance, transport and liaison. The courses last two years.
3. The following types of students are acceptable:
 - (a) Those who have graduated from "gymnasium" schools and also successfully attended a civil aviation school.
 - (b) Privates on active duty who have completed one year of training with their units, and graduated from a civil aviation school.
4. In order to be proposed for admission in the school, the candidate must fulfill the following conditions:
 - (a) He must be 18 to 22 years old.
 - (b) He must have a healthy social origin.
 - (c) He must have no relatives in any Western country.
 - (d) He must be a member of the Union of Laboring Youth (UTM) or he must be recommended by the Party.
 - (e) He must be a Rumanian citizen, (exception being made with the Rumanians of German descent who are not admitted).
5. The examination for admission in the school is both oral and written. The candidates show their general knowledge, their knowledge of mathematics and their political training. Very severe medical examinations are also given. Less than 50% of the candidates are usually admitted.

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The school's complement is 300 students. The school is under the orders of the Air Force Command, Section Schools.

The students are divided into four echelons. Each echelon is divided into patrols and each patrol into squads. An echelon is composed of three or four patrols with three or four squads in each patrol and eight or 10 students in each squad. The squad is conducted by the best student of the squad who is assigned the duty of squad commander. The patrols and echelons are organized in the same way. Their leaders are appointed from among their complement, and the best one is selected for the job.

After the first three months of training, the students are promoted and they may advance in rank to become sub-officers, even before the termination of their studies.

The Program (daily hours):

- (a) In winter: 1 Nov to 1 Apr: 5:00 am to 5.10 am - reveille, 5.10 to 5.30 am - physical exercises, 5.30 to 5.50 am - washing, 5.50 am to 6.20 am - breakfast (consisting of tea) 6.20 to 7.20 am - class hour for recapitulations, 7.20 to 7.30 am - preparation for the courses, 7.30 am to 1.10 pm - courses (five hours with 10 minutes break between each of them) 1.10 to 2.00 pm - lunch, 2.00 to 4.00 pm - rest period. 4.00 to 6.00 pm - courses 6.00 to 8.00 pm - recapitulations (Seminar ?), 8.00 to 8.45 pm - dinner, 8.45 to 9.00 pm - fatigue detail program, 9.00 pm to lights out.
- (b) In summer: 1 Apr to 31 Oct: 3.00 to 3.10 am - reveille, 3.10 to 3.30 am - physical exercise, 3.30 to 3.45 am - washing, making beds, 3.45 to 4.00 am - tea, 4.00 to 4.15 am trip to the airport, 4.15 to 11.00 am - flights, 11.00 to 11.15 am trip back to the barracks, 11.15 to 12.00 noon-lunch, 12.15 to 3.45 pm - compulsory nap, 3.45 to 4.00 pm - trip to the airport, 4.00 to 8.00 pm - flights, 8.00 to 8.15 pm - trip back to the barracks, 8.15 to 8.45 pm - dinner, 8.45 to 9.00 pm - cleaning (fatigue detail), 9.00 pm to lights out.

School planes:

- (a) The first plane on which students are trained is the Fleet-10-G, American type, manufactured in Rumania by special permit.
- (b) The second training plane is the Nardi, made in Rumania with an Italian permit. All the aerial acrobatics are performed on this plane.

After flying those two types of planes a selective classification of the students is made. Some are destined to become fighter fliers, others are to be bomber fliers and others air-transport pilots. The students who are considered best suited to be fighter pilots are trained on IAR-80 planes. Those best suited to be bomber fliers are trained on Focke-Wulf bi-motor planes, which are of German make.

Another school plane is the IAR-27. Instead of the Nardi plane, sometimes its twin, fabricated recently at the Brasov factories, is used. This twin plane of the Nardi is the IAR-813.

The school has also the following airplanes: 15 or 20 Fleet planes, 10 or 12 Nardi planes, eight or 10 IAR-27 planes, seven or eight IAR-813 planes, six or eight IAR-80 planes and three or four Focke-Wulf planes.

The extra premium given to the fliers is 150 lei monthly and is given at the beginning of the flights, for the duration of the school year, including the winter months. The salary is 1.50 lei per day for the students. The chief of squad received 2.50 lei per day, the chief of patrol 3.00 lei and the assistant commander of the escadrille (who is a student also) received 4.50 lei per day.

The Graduation examination: This examination takes place before an examining board of the Air Force Command. Only practical tests are given, (ie flights) acrobatics, landings on a determined point and special flights for the fighter and bomber pilots, in order to obtain their license.

Those who pass the examination are promoted to lieutenants (first class) and are returned to their units. Those who do not pass the examination continue to be taught flying and have to appear before the examining board. If students fail for the second time, and cannot get their license they are returned to their units with the rank held before the examination. They can apply again for admission to the school and may enter the admission examination.

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